

ADDENDUM NO. 1

TO: All Prospective Bidders

PROJECT: **Gillespie County Airport (T82)**
 Airport Pavement Rehabilitation, New Hangar Apron and Helicopter Parking
 Ramp, and Electrical Improvements
 TxDOT CSJ No. 1214FRBRG
 Klotz Project No. 0500.036.000

ISSUE DATE: February 2, 2012

The following information is provided to all prospective bidders as an addendum to the bid documents dated December 2011. **It is the Bidder's responsibility to acknowledge receipt of Addendum No. 1 at the appropriate location in the Proposal.**

PROPOSAL

1. **REVISE** the total number of contract days from 170 days to 160 days.

SPECIFICATION

1. Special Provision SP-D-754 **REPLACE**
 - a. Paragraph 754-4.2 with the following:

"AWOS access road shall be measured by the number of square yards placed and accepted. Lime treated subgrade will be measured separately as P-155."
 - b. **REPLACE** the first sentence of paragraph 754-5.2 with the following:

"Payment for AWOS access road shall be at the contract unit price per square yard placed and accepted."
2. Special Specification SS-P-102 – Barricades and Cones – **REPLACE** the first sentence of Section 102.2 RUNWAY "X" with the following:

"X Closure Marker must be in accordance with FAA Advisory Circular No. 150/5370-2F and per the plans."
3. Special Specification SS-L-105 – Alterations, Removal and Demolition – **REPLACE** Section 105-6.1 with the following:

“105-6.1 This item includes all materials, labor, transportation, incidentals and services require for the airfield nav-aid demolition as shown on the plans. It is the intent of the demolition pay item that all equipment, devices, fixtures, boxes, stakes, materials, systems and appurtenances, etc. which are no longer required as a result of the project to be removed shall be measured by each item removed. Removal of the item shall include the associated foundation, base can or box, concrete encasement, stakes, isolation transformers, mounting structures, disconnect of the wiring, repair of the disturbed area to match surrounds, etc. for a complete removal of the item and its components. Furthermore, this item shall include storage when item is planned to be re-installed, or salvage or disposal as directed by owner or as noted on the contract drawings. Separate measurement will be made for each nav-aid type only. There is no separate measurement for installed location, nav-aid size variations, etc.”

4. Specification L-109 – Airport Transformer Vault and Vault Equipment – **REPLACE** Section 109-2.21.h with the following:

“h. The regulators specified herein shall provide all the functionality in support of the requirements of the L-854 Radio Control Panel noted in the contract drawings and specifications including all inputs, and output functionality, if applicable. Where the airfield lighting control system is existing, the regulator shall be furnished to provide all functionality in support of the existing system with complete system interconnections and programming as needed for proper operation.”

5. Special Specification SS-L-125 – Installation of Airport Lighting Systems – **REMOVE** Section 125-2.03.b in its entirety.

DRAWINGS

1. **REPLACE** Sheet 4 of 51, “General Notes” with the attached “General Notes” of Addendum No. 1.
2. **REPLACE** Sheet 12 of 51, “Construction Sequence Plan” with the attached “Construction Sequence Plan” of Addendum No. 1.
3. **REPLACE** Sheet 33 of 51, “Pavement Marking Plan (Sheet 1 of 2)” with the attached “Pavement Marking Plan (Sheet 1 of 2)” of Addendum No. 1.
4. **REPLACE** Sheet 34 of 51, “Pavement Marking Plan (Sheet 2 of 2)” with the attached “Pavement Marking Plan (Sheet 2 of 2)” of Addendum No. 1.
5. **REPLACE** Sheet 35 of 51, “Pavement Marking Details (Sheet 1 of 2)” with the attached

“Pavement Marking Details (Sheet 1 of 2)” of Addendum No. 1.

ATTACHMENTS TO ADDENDUM NO. 1

1. Sheet 4 of 51, “General Notes”
2. Sheet 12 of 51, “Construction Sequence Plan”
3. Sheet 33 of 51, “Pavement Marking Plan (Sheet 1 of 2)”
4. Sheet 34 of 51, “Pavement Marking Plan (Sheet 2 of 2)”
5. Sheet 35 of 51, “Pavement Marking Details (Sheet 1 of 2)”

CONTRACTOR QUESTIONS

1. Can TxDOT Item 247 Ty A Grade 5 be used in place of 247 TY A Grade 5

Response: No

2. Is concrete for the helicopter ramp non-reinforced?

Response: Yes, except for dowels.

3. Is concrete for the AWOS access road non-reinforced?

Response: Yes, except for dowels.

4. Does pay item for the AWOS access road include the lime treated subgrade?

Response: The 6” concrete surface and 6” lime treated subgrade for the AWOS access road are separate pay items.

5. Is a field office required for the project?

Response: The contractor may provide an office for their use if they choose to do so. Airport office space is not available. Contractor is not required to provide an office for the RPR. Demobilization Note 6 on Sheet 4 of the plans will be revised by an addendum to remove reference to “RPR trailer”. (See Addendum No. 1)

6. Is agg-lime required to be used with the seeding on the project?

Response: No.

7. Is the excess excavated material to remain on the airport?

Response: Yes.

8. Is there any rock underground?

Response: Borings made for the project did not reveal any rock. Refer to the geotechnical report in the project manual and the boring logs in the plan set.

9. Are demolished electrical items to be disposed or will they be retained by the airport?

Response: Demolished fixtures and regulator are to be salvaged and remain the property of the airport. All other electrical material is to be disposed by the contractor. Roger will check with the County Auditor on any requirements related to disposal.

10. Is the pavement being demolished to be disposed of by the contractor or will it remain property of the airport?

Response: The removed pavement surface material (asphalt and concrete) is to be disposed of by the contractor.

11. Clarification of General Note 26; Sheet 4 of the plans. The note states that work may not commence until all material proposed for installation on the project have been submitted, reviewed and approved by the engineer. Are all submittals required prior to beginning work?

Response: The intent is that approved submittals are required prior to being incorporated into the project. Submittals shall be made at a minimum of 10 day prior to scheduled use. An addendum will be issued to clarify this. (See Addendum No. 1)

12. Clarification of Work Area Phasing Note 9; Sheet 12 of plans. The note states installation of MIRLs will be completed on a pull-back basis and night time operations. What is the definition of night time operations?

Response: A specific period defining night time operations will be addressed in an addendum. (See Addendum No. 1)

13. Are lighted runway closure markers required?

Response: No. Item P-102 Barricaded and Cones, Section 102-2.2 refers to FAA Advisory Circular 150/5345-55, which is the specification for Lighted Visual Aid to Indicate Temporary Runway Closure. This section will be revised by an addendum to instead reference AC 150/5370-2F Operational Safety on Airports During Construction. (See Addendum No. 1)

14. Clarification of LED light fixtures requirements. Use of an LED version of the L-861 and L-861E MIRLs is required under Alternate No.1. Currently, there is one manufacture that can supply fixtures meeting the required FAA equipment certification stipulated in the specification item L-125-2.03. Does this requirement result in non-competitive bidding?

Response: Specification L-125 Installation of Airport Lighting Systems requires lighting equipment and materials to be certified and listed under Advisory Circular 150/5345-53 Airport Lighting Equipment Certification Program. This is to ensure that airport lighting equipment meets the applicable FAA standard for safety, performance, quality and standardization. Currently there are several manufacturers who meet the certification for L-861 and L-861E MIRLs with quartz lighting, but only one that can supply an LED version that is certified. Quartz lighting is included in the base bid. Use of the indicated LED MIRLs was specifically requested by the owner as a bid alternate. A supplier of LED and quartz fixtures who cannot meet the LED requirements may not be able to provide a competitive quote for Alternate No. 1 but may be able to provide a competitive quote for the base bid light fixtures. A supplier of only LED fixtures who cannot meet the LED requirements may not be able to provide a quote for Alternate No. 1 because their equipment does not meet the project requirements. An addendum will be issued that removes reference to specific lighting fixture manufactures in Item L-125.

15. Is the project covered by the "Buy America" requirement to use only domestic steel and manufactured products?

Response: No. This is a state funded project. Per Special Provision No. 6 to Section I of the General Provisions, this requirement is not applicable to state funded projects.

END OF ADDENDUM NO. 1

Klotz Associates, Inc.
Texas PE Firm Registration No. F-929

Brent H Baldwin

Approved by Engineer



OPERATIONS:

1. THE CONTRACTOR SHALL AT ALL TIMES WHEN WORK IS IN PROGRESS BE REPRESENTED EITHER IN PERSON, BY A QUALIFIED SUPERINTENDENT, OR BY OTHER DESIGNATED, QUALIFIED REPRESENTATIVE WHO IS DULY AUTHORIZED TO RECEIVE AND EXECUTE ORDERS OF THE ENGINEER.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF ALL WORK IN ALL DISCIPLINES SHOWN ON THE PLANS. THE CONSTRUCTION PHASING PLAN IS PROVIDED TO ASSIST IN COORDINATING THE CONSTRUCTION.
3. THE CONTRACTOR SHALL SUPPLY SUFFICIENT MANPOWER AND EQUIPMENT REQUIRED TO EFFICIENTLY AND PROMPTLY EXECUTE THE CONSTRUCTION OF THE WORK ITEMS, INCLUDING WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY IN ACCORDANCE WITH THE GENERAL PROVISIONS.
4. ALL CONTRACTOR PERSONNEL SHALL ARRIVE AT THE PROJECT IN COMPANY VEHICLES. ONLY AUTHORIZED VEHICLES WILL BE ALLOWED INSIDE THE AIRPORT PROPERTY. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL POSITION ALL EQUIPMENT, TOOLS, MATERIAL, ETC. IN THE APPROVED CONTRACTOR STAGING AREA UNLESS OTHERWISE REQUESTED IN WRITING BY THE CONTRACTOR AND PRE-APPROVED BY THE ENGINEER AND AIRPORT MANAGER.
5. ALL CONTRACTOR VEHICLES, EQUIPMENT AND CONSTRUCTION TRAFFIC SHALL REMAIN WITHIN THE DAILY DESIGNATED LIMITS OF CONSTRUCTION, STAGING AREA OR HAUL ROUTES AS SHOWN ON THE PLANS.
6. THE LOCATION OF THE CONTRACTOR STAGING AREA IS AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL MAKE PROVISIONS SEPARATELY FOR ANY REQUIRED UTILITIES. NO SEPARATE PAY. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL RESTORE THE STAGING AREA, INCLUDING REMOVAL OF UTILITIES, REGRADING, TOPSOILING AND RESEEDING, COMPLETE TO THE SATISFACTION OF THE AIRPORT MANAGER AND ENGINEER. THERE IS NO SEPARATE PAY FOR ESTABLISHING, MAINTAINING OR REMOVING AND RESTORING THE STAGING AREA.
7. ALL WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
8. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS PROCURES ARE APPROVED AND REQUIRED FIRE PRECAUTIONS ARE IN PLACE.
9. THE CONTRACTOR SHALL CONFORM TO ALL REQUIREMENTS FOR LABELING AND HANDLING MATERIAL ON SITE. THE CONTRACTOR SHALL MAINTAIN MATERIAL SAFETY DATA SHEETS (MSDS) ON SITE, AS REQUIRED.
10. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND RESTRICTIONS FOR SERVICING AND MAINTAINING EQUIPMENT AND DISPOSAL OF USED LUBRICANTS, ETC. ACCORDING TO LOCAL, STATE, AND FEDERAL REGULATIONS.
11. NO RUNWAY, TAXIWAY, APRON OR OTHER AIRPORT PAVEMENT/ROADWAY MAY BE CLOSED WITHOUT WRITTEN APPROVAL BY THE ENGINEER. A MINIMUM OF 72 HOURS NOTICE TO ENGINEER IS REQUIRED PRIOR TO ANY PAVEMENT CLOSURE. THE ENGINEER WILL COORDINATE ALL PROPOSED CLOSURES WITH AIRPORT MANAGER.
12. ALL WORK INSIDE THE RUNWAY SAFETY AREA WILL BE COMPLETED UNDER A CLOSED RUNWAY AS INDICATED IN THE PLANS. THE FIRST ITEM OF WORK REQUIRED TO CLOSE ANY RUNWAY OR TAXIWAY IS TO PLACE BARRICADES AND CLOSED MARKERS AS REQUIRED. THE AIRPORT MANAGER WILL ISSUE ALL NOTICES TO AIRMEN (NOTAMS) REQUIRED TO CLOSE THE RUNWAY OR TAXIWAY.

SAFETY AND SECURITY:

1. AIRCRAFT AND PUBLIC SAFETY SHALL NOT BE COMPROMISED AND PROPER SEPARATION SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR IS REQUIRED TO COMPLY WITH ALL REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5370-2E AND AIRPORT RULES AND REGULATIONS.
2. ALL CONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE AIRPORT SHALL BE MARKED WITH 3' X 3' ORANGE AND WHITE CHECKER FLAGS (DAY ONLY) OR YELLOW FLASHING DOME TYPE LIGHT (DAY OR NIGHT).
3. TWO-WAY RADIO COMMUNICATIONS SHALL BE REQUIRED AT ALL TIMES. NO EQUIPMENT OR PERSONNEL SHALL ENTER AN OPEN RUNWAY OR TAXIWAY SAFETY AREA UNLESS PROPERLY COORDINATED WITH THE AIRPORT. THE USE OF TRAINED FLAGMEN AND TWO-WAY RADIOS SHALL BE REQUIRED IN THESE AREAS. THE CONTRACTOR SHALL HAVE AN ADEQUATE NUMBER OF TWO-WAY RADIOS ON-SITE AT ALL TIMES AND SHALL BE RESPONSIBLE FOR PROVIDING THE RADIOS.
4. THE CONTRACTOR SHALL BE PREPARED TO IMMEDIATELY CLEAR THE RUNWAY AND/OR TAXIWAY OF EQUIPMENT AND PERSONNEL IN THE EVENT OF A DECLARED AIRCRAFT EMERGENCY.
5. THE CONTRACTOR SHALL BE REQUIRED TO RELOCATE THE CLOSED MARKERS AND AVIATION BARRICADES DURING THE PROJECT. MULTIPLE RELOCATIONS OF THE CLOSED MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. THE LOCATION OF THE CLOSED MARKERS AND BARRICADES, AS SHOWN ON THE PLANS, REPRESENTS THE MOST TYPICAL LOCATION.
6. THE CONTRACTOR'S ACCESS TO THE SITE AND HAUL ROUTES ARE AS SHOWN ON THE PLANS. ADDITIONAL ACCESS POINTS AND HAUL ROUTES ARE NOT PERMITTED WITHOUT PRE-APPROVAL BY THE ENGINEER AND AIRPORT MANAGER. THE CONTRACTOR SHALL NOT PERMIT UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE SITE.
7. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL POSITION ALL EQUIPMENT, TOOLS, MATERIAL, ETC. IN THE APPROVED CONTRACTOR STAGING AREA UNLESS OTHERWISE REQUESTED IN WRITING BY THE CONTRACTOR AND PRE-APPROVED BY THE ENGINEER AND AIRPORT MANAGER. AS A MINIMUM, THE CONTRACTOR SHALL ENSURE THAT ANY EQUIPMENT LEFT ON SITE WHEN OPERATIONS ARE SHUT DOWN IS A MINIMUM OF 500-FEET FROM THE CENTERLINE OF ALL SAFETY ZONES OR AS REQUIRED BY FEDERAL AVIATION REGULATION PART 77, "OBJECT AFFECTING NAVIGABLE AIRSPACE" AND IN ACCORDANCE WITH FAA AC 150/5370-2E, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
8. THE CONTRACTOR SHALL NOT USE THE AIRPORT ADDRESS FOR MATERIAL DELIVERIES TO THE CONSTRUCTION SITE. THE CONTRACTOR SHALL USE AS A DELIVERY ADDRESS THE STREET NAME AND NUMBER DETERMINED FOR THE CONTRACTOR'S STAGING AND STORAGE AREA ON SITE. THE CONTRACTOR SHALL PROVIDE A PROMINENT SIGN TO IDENTIFY THE CONTRACTOR'S OFFICE AND DELIVERY POINT.

DEMobilIZATION:

1. DEMOBILIZATION IS INCIDENTAL TO P-100 MOBILIZATION. NO SEPARATE PAY.
2. THE CONTRACTOR SHALL RESTORE THE PROJECT SITE TO ORIGINAL OR BETTER CONDITION UPON COMPLETION OF THE PROJECT.
3. THE CONTRACTOR WILL REMOVE FROM THE SITE ALL STOCKPILE MATERIALS UPON COMPLETION OF THE PROJECT UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER.
4. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS, INCLUDING THE CONTRACTORS STAGING AREA, HAUL ROUTES, GRADING LIMITS, AND ETC. SHALL BE RESTORED TO A SMOOTH LINE AND GRADE WITH POSITIVE DRAINAGE. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. THERE WILL BE NO MEASUREMENT FOR PAYMENT OF SEEDING AND MULCHING REQUIRED OUTSIDE THE GRADING LIMITS, APPROVED STOCKPILE LIMITS, OR APPROVED HAUL LIMITS. ALL WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
5. THE CONTRACTOR SHALL CLEAN ALL AIRPORT PAVEMENTS TO THE SATISFACTION OF THE ENGINEER.
6. CONSTRUCTION EQUIPMENT AND TEMPORARY FACILITIES SHALL BE REMOVED FROM THE SITE AND THE SITE RESTORED AS INDICATED IN ITEM 4 ABOVE.
7. ALL AIRPORT PROPERTY SHALL BE RETURNED TO THE AIRPORT MANAGER.
8. DEMOBILIZATION SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER.
9. DEMOBILIZATION SHALL BE COMPLETED IN A MANNER THAT MINIMIZES IMPACT TO AIRPORT OPERATIONS. SAFETY REGULATIONS SHALL BE OBSERVED AND MAINTAINED DURING DEMOBILIZATION

GENERAL NOTES:

1. FIELD SURVEY INFORMATION WAS PROVIDED BY:

NAME: BONN SURVEYING - CAREY BONN, RPLS
ADDRESS: 503 LONGHORN ST FREDERICKSBURG, TX 78824
PHONE: 830-997-3884

2. BORING LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. GEOTECHNICAL INVESTIGATIONS WERE COMPLETED BY:

NAME: TERRACON CONSULTANTS - JAMES BIERCHWALE, P.E.
ADDRESS: 5307 INDUSTRIAL OAKS BLVD AUSTIN, TX 78735
PHONE: 512-442-1122

3. THE PLANS WERE DEVELOPED FROM "AS-BUILT" INFORMATION SUPPLEMENTED BY ON-THE-GROUND SURVEYS. THE INFORMATION PRESENTED IS BASED ON THE ENGINEER'S BEST KNOWLEDGE OF THE EXISTING CONDITIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THESE DRAWINGS WITH THE ENGINEER PRIOR TO BEGINNING ANY WORK AT THE AIRPORT. SHOULD THE CONTRACTOR DISCOVER CONDITIONS DIFFERING FROM OR NOT REFLECTED ON THE PLANS, THE CONTRACTOR MUST CONTACT THE ENGINEER IMMEDIATELY.
4. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR OWNER'S REPRESENTATIVE. ALL UTILITIES AND FACILITIES ARE NOT NECESSARILY SHOWN.
5. THE CONTRACTOR SHALL FIELD LOCATE ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL CONTACT ALL UTILITY AND FACILITY AGENCIES FOR FIELD MARKING PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ADVISE THE ENGINEER, IN WRITING, OF ANY EXISTING DAMAGED UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
6. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES AND FACILITIES, ABOVE OR BELOW GROUND, (I.E. AIRPORT LIGHTING, NAVAIDS, ETC.) FROM DAMAGE BY EQUIPMENT OR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. ANY UTILITIES OR FACILITIES DAMAGED DURING THE PROJECT BY THE CONTRACTOR'S CREWS OR EQUIPMENT SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER AND FAA. THE CONTRACTOR SHALL HAND DIG WHEN WITHIN THREE (3) FEET OF ANY KNOWN OR SUSPECTED UNDERGROUND UTILITY.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS, LICENSES, ETC. REQUIRED BY LOCAL, STATE, AND FEDERAL AGENCIES. NO SEPARATE PAY.
8. THE PROJECT PAY ITEMS PROVIDED SHALL BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN ON THE PLANS. WORK SHOWN ON THE PLANS BUT NOT ASSOCIATED WITH A SPECIFIC PAY ITEM SHALL BE CONSIDERED AS INCIDENTAL TO OTHER PAY ITEMS OF WORK.
9. THE OWNER RESERVES THE RIGHT TO CONTRACT AND PERFORM OTHER OR ADDITIONAL WORK ADJACENT TO AND WITHIN THE WORK AREA COVERED BY THIS CONTRACT. WHEN SEPARATE CONTRACTS ARE LET WITHIN THE LIMITS OF ANY ONE PROJECT, EACH CONTRACTOR SHALL CONDUCT HIS WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OR THE COMPLETION OF THE WORK BY OTHER CONTRACTORS. THE CONTRACTORS WORKING ON THE SAME PROJECT SHALL COOPERATE WITH EACH OTHER AS ORDERED BY THE ENGINEER. ANY ADDITIONAL EFFORT OR WORK REQUIRED FOR SUCH COORDINATION WITH OTHER CONTRACTORS SHALL BE INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE. IT IS NOT ANTICIPATED THAT OTHER WORK MAY BE COMPLETED BY AN INDEPENDENT CONTRACTOR(S) DURING THE COURSE OF THIS PROJECT.
10. PRIOR TO CONSTRUCTION MOBILIZATION, THE CONTRACTOR SHALL BE REQUIRED TO ATTEND A PRE-CONSTRUCTION CONFERENCE BETWEEN THE GILLESPIE COUNTY AIRPORT, CONSULTING ENGINEER, CONTRACTOR, TxDOT AVIATION AND OTHER STAKEHOLDERS OR AIRPORT USERS. ATTENDANCE AT THE PRE-CONSTRUCTION CONFERENCE IS MANDATORY.
11. FOLLOWING THE PRE-CONSTRUCTION CONFERENCE AND PRIOR TO ANY MOBILIZATION OR COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VIDEO-TAPE AND PHOTOGRAPH (AS REQUIRED FOR DETAIL) THE ENTIRE CONSTRUCTION WORK AREA. TWO COPIES OF THE CONSTRUCTION SITE VIDEO TAPE AND PHOTOGRAPHS WILL BE PROVIDED TO THE ENGINEER. SPECIAL ATTENTION TO PAVED ROADS AND AIRFIELD PAVEMENTS WHICH ARE PART OF THE CONTRACTOR'S HAUL ROUTE OR WHICH MUST BE CROSSED TO ACCESS PROPOSED WORK AREAS SHALL BE TAKEN. THE VIDEO TAPE AND PHOTOGRAPHS WILL BE USED TO ASSESS DAMAGE, IF ANY, CAUSED BY THE CONTRACTOR'S CREWS AND EQUIPMENT TO EXISTING FACILITIES, UTILITIES AND PAVEMENTS AND DETERMINE THE QUANTITY AND QUALITY OF REQUIRED REPAIR AND RESTORATION.
12. THE CONTRACTOR SHALL SUBMIT, EACH WEEK, A THREE WEEK WRITTEN OR GRAPHICAL ROLLING SCHEDULE TO THE ENGINEER OUTLINING PLANNED AND PROJECTED CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL WEEKLY REVIEW THE PROPOSED SCHEDULE WITH THE ENGINEER, RESIDENT PROJECT REPRESENTATIVE (RPR) AND AIRPORT MANAGER SO THAT ALL PARTIES ARE INFORMED OF UPCOMING CONSTRUCTION ACTIVITIES. AN UPDATED PROJECT SCHEDULE MUST BE SUBMITTED WITH EACH PAY REQUEST. PAY REQUESTS SUBMITTED WITHOUT AN UPDATED SCHEDULE WILL BE REJECTED AND RETURNED TO THE CONTRACTOR UNPAID.
13. WEEKLY PROGRESS MEETINGS ARE MANDATORY AND WILL BE SCHEDULED BY THE RPR. THE REGULAR MEETING DATE WILL BE COORDINATED WITH THE AIRPORT MANAGER AND CONTRACTOR BY THE RPR.
14. THE CONTRACTOR IS ADVISED THAT AIRCRAFT MAINTENANCE OPERATIONS ARE CONDUCTED ADJACENT TO THE PROJECT. SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED DURING THE COURSE OF THE PROJECT. THE ENGINEER RESERVES THE RIGHT TO HALT WORK OR HAULING IN NON-CONFORMING AREAS, IF CORRECTIVE ACTIONS ARE NOT PROMPTLY TAKEN BY THE CONTRACTOR TO CONTROL DUST.
15. THE CONTRACTOR SHALL MAINTAIN A CLEAN AND SAFE CONSTRUCTION WORK SITE. THE CONTRACTOR SHALL COMPLETE SITE CLEANUP ON A DAILY BASIS AS A MINIMUM. THE CONTRACTOR SHALL PROVIDE A VACUUM TRUCK FOR CLEANING AND REMOVING FOREIGN OBJECT DEBRIS (FOD), DIRT AND OTHER LOOSE MATERIAL FROM THE PROJECT SITE. THE CONTRACTOR SHALL SUBMIT A FOD PLAN FOR REVIEW AND APPROVAL AT THE PRE-CONSTRUCTION CONFERENCE. WORK ON THE PROJECT MAY NOT COMMENCE WITHOUT AN APPROVED FOD PLAN.
16. NO DEBRIS OF ANY NATURE WILL BE ALLOWED IN ACTIVE AIRCRAFT OPERATIONS AREAS. ALL LOOSE MATERIAL (DIRT, STONE, PAVEMENT, ETC.) MUST BE KEPT WITHIN THE LIMITS OF CONSTRUCTION. WHEN CONSTRUCTION BARRIERS ARE MOVED DURING CONSTRUCTION, CLEANUP OF THE AREAS OUTSIDE THE BARRIERS SHALL BE IMMEDIATE. NO LOOSE MATERIALS THAT COULD BLOW INTO AN AIRCRAFT SHALL BE ALLOWED IN THE CONSTRUCTION AREA.
17. THE CONTRACTOR SHALL KEEP ALL AIRFIELD AREAS CLEAN OF DEBRIS, DIRT AND OTHER LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT. FOD AND DEBRIS SHALL BE IMMEDIATELY AND CONTINUOUSLY REMOVED DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO MAINTAIN CLEAN AND DEBRIS FREE HAUL ROUTES AND CONSTRUCTION EQUIPMENT.
18. ALL BROKEN CONCRETE, ASPHALT, ETC. SHALL BE DISPOSED OF OFFSITE BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL GUIDELINES.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ALL WATER REQUIRED FOR CONSTRUCTION ACTIVITIES. NO SEPARATE PAY.
20. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE ON THE PROJECT, FOR THE COMPLETE DURATION, THAT IS OF A CAPACITY EQUAL TO OR IN EXCESS OF THE EXISTING DRAINAGE CONVEYANCES. THIS MAY REQUIRE TEMPORARY DITCHES, STRUCTURES OR PIPES, WHICH SHALL BE INCIDENTAL TO THE PROJECT.
21. NO CONSTRUCTION PERSONNEL WILL BE ALLOWED TO ESTABLISH OVERNIGHT RESIDENCE ON THE AIRPORT PREMISES. ALL CONSTRUCTION PERSONNEL SHALL LEAVE THE CONSTRUCTION SITE AND AIRPORT PROPERTY AT THE END OF EACH WORK DAY.
22. ALL SAW-CUTTING REQUIRED FOR COMPLETION OF THE WORK AS PROPOSED SHALL BE CONSIDERED INCIDENTAL TO PROVIDED BID ITEMS. NO SEPARATE PAY.
23. THE CONTRACTOR SHALL MINIMIZE USE OF NEWLY CONSTRUCTED PAVEMENTS TO PREVENT DAMAGE. DAMAGE TO NEW PAVEMENTS SHALL BE REPAIRED AT THE DIRECTION OF THE ENGINEER. NO SEPARATE PAY.
24. THE EXISTING AIRPORT PAVEMENT ARE DESIGNED FOR AIRCRAFT WITH SINGLE AND DUAL GEAR CONFIGURATIONS. THE CONTRACTOR SHALL PRESERVE AND/OR PROTECT EXISTING AND NEW PAVEMENTS FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. EXISTING PAVEMENTS DAMAGED BY THE CONTRACTOR OR CONSTRUCTION ACTIVITIES SHALL BE REPAIRED OR RE-PAVED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL TAKE IMMEDIATE ACTION TO REMEDY THE DAMAGE.
25. THE CONTRACTOR SHALL PROVIDE A LIGHT WEIGHT STRAIGHT EDGE IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS. THE STRAIGHT EDGE SHALL HAVE A HANDLE WITH A TWO (2) FOOT HEIGHT. THE CONTRACTOR SHALL PROVIDE AN EMPLOYEE TO ASSIST THE RESIDENT PROJECT REPRESENTATIVE IN CONDUCTING THE STRAIGHT EDGE TEST REQUIRED BY THE TECHNICAL SPECIFICATIONS.

GENERAL NOTES (CONT):

28. WORK MAY NOT COMMENCE UNTIL:

- a. ALL MATERIALS PROPOSED FOR INSTALLATION ON THE PROJECT HAVE BEEN SUBMITTED, REVIEWED AND APPROVED BY THE ENGINEER. MATERIAL SUBMITTALS MUST BE MADE 10-DAYS IN ADVANCE OF THEIR PROPOSED USE ON THE PROJECT.
 - b. A PROJECT SCHEDULE HAS BEEN SUBMITTED AND APPROVED BY THE ENGINEER. THE PROJECT SCHEDULE WILL BE PROVIDED BY THE CONTRACTOR AND DISCUSSED BY ALL ATTENDING PARTIES AT THE PRE-CONSTRUCTION CONFERENCE. THE SCHEDULE MUST INCLUDE IMPORTANT MILESTONE DATES SUCH AS PROPOSED RUNWAY AND TAXIWAY CLOSURES.
 - c. EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED.
 - d. SUFFICIENT BARRICADES ARE IN PLACE TO SECURE THE WORK AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT AREAS AND THE CONSTRUCTION SITE. BARRICADES SHALL BE LIGHTED AT NIGHT.
 - e. ALL SAFETY MEASURES REQUIRED FOR SAFETY OF PERSONNEL AND EQUIPMENT ARE IN PLACE AND OPERABLE.
 - f. VIDEO TAPES AND PHOTOGRAPHS OF THE CONSTRUCTION AREAS HAVE BEEN SUBMITTED TO THE ENGINEER.
 - g. NOTICE TO PROCEED IS ISSUED BY TxDOT AVIATION DIVISION.
27. FLY-IN EVENT WILL BE HELD IN EARLY MARCH AND JUNE. CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER TO ENSURE THE RUNWAY, TAXIWAYS, AND APRON ARE AVAILABLE.
 28. ALL EXCAVATION MATERIAL TO BE STOCKPILED ON-SITE AS DIRECTED BY THE ENGINEER.

ENVIRONMENTAL:

1. IN THE EVENT THAT UNANTICIPATED ARCHEOLOGICAL DEPOSITS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE TxDOT MANAGER WILL CONTACT PROFESSIONAL ARCHEOLOGISTS TO INITIATE POST-REVIEW DISCOVERY PROCEDURES UNDER THE PROVISIONS OF 38 CFR 800.13.
2. IN THE EVENT THAT UNANTICIPATED HAZARDOUS MATERIAL ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE TxDOT PROJECT MANAGER WILL BE NOTIFIED.
3. HAZARDOUS WASTE: ALL SPILLS MUST BE REPORTED IMMEDIATELY TO THE TxDOT PROJECT MANAGER.
4. AN INSPECTION WILL BE PERFORMED BY A RESIDENT PROJECT REPRESENTATIVE EVERY 7 DAYS. AN INSPECTION REPORT WILL BE MADE PER EACH INSPECTION. BASED ON THE INSPECTION RESULTS, THE CONTROLS SHALL BE REVISED PER THE INSPECTION REPORT.
5. STOCKPILES, STAGING AREAS AND DISPOSAL AREAS WILL NOT BE PLACED WITHIN ANY WATER OF THE UNITED STATES, INCLUDING WETLANDS AND STREAM BEDS. DISPOSAL AREAS, STOCKPILES, AND HAUL ROUTES SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE SEDIMENT. CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICAL OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSE WORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PLACED DURING CONSTRUCTION OPERATION THAT ARE NOT A PART OF THE FINISHED WORK.
6. TPDES:
 - a) RECEIVING WATER: SHOW THE RECEIVING WATERS ON ALL APPLICABLE PLAN SHEETS AND THE EROSION CONTROL SHEETS. IT IS BEST TO CREATE A LAYER FOR THE RECEIVING WATERS, WITH ARROWS THAT INDICATE THE FLOW PATTERNS.
 - b) INSPECTION: THIS MUST OCCUR EITHER:
 - i. EVERY SEVEN DAYS, OR
 - ii. EVERY 14 DAYS AND AFTER EACH 0.5-INCH RAIN
7. MIGRATORY BIRD TREATY ACT: IF THERE IS A BURROWING OWL ON THE NEST, AND THAT FEMALE DOES NOT LEAVE THE NEST WHEN APPROACHED, ASSUME THERE ARE EGGS OR CHICK IN THE HOLE REGARDLESS OF THE TIME OF YEAR. NO WORK MAY OCCUR WITHIN 100-FEET OF AN ACTIVE NEST. THE ACTIVE NEST(S) MUST BE PROTECTED BY ORANGE MESH SAFETY FENCING.
8. THE FEDERAL MIGRATORY BIRD TREATY ACT (MBTA) (16 USC §703-711), 50 CFR 10, AND FISH AND GAME CODE §3503, §3513, AND §3800, PROTECT MIGRATORY AND NONGAME BIRDS, THEIR OCCUPIED NESTS, AND THEIR EGGS. IN THE EVENT THAT MIGRATORY BIRDS ARE ENCOUNTERED ONSITE DURING PROJECT CONSTRUCTION FROM FEBRUARY 15 TO OCTOBER 1, THE SUPERINTENDENT WORKING ON THE PROJECT MUST TAKE REASONABLE CARE TO AVOID IMPACTS TO THE PROTECTED BIRDS, ACTIVE NESTS, EGGS AND/OR THE YOUNG. A PERSON THAT VIOLATES THE MBTA MAY BE HELD STRICTLY LIABLE FOR THE ACTIONS THAT RESULT IN AN UNPERMITTED TAKE. WHEN MIGRATORY BIRD NESTS ARE DISCOVERED WHICH MAY BE ADVERSELY AFFECTED THE CONSTRUCTION ACTIVITY, OR WHEN A BIRD IS FOUND INJURED OR KILLED AS A RESULT OF CONSTRUCTION ACTIVITY, IMMEDIATELY STOP WORK WITHIN 50-FEET OF THE NEST OR BIRD AND NOTIFY THE RPR/ENGINEER AND TxDOT ENVIRONMENTAL PLANNER.

ABBREVIATIONS					
AGG.	AGGREGATE	EST.	ESTIMATE	RWY	RUNWAY
AC	ASPHALT CONCRETE	EXIST.	EXISTING	SHT.	SHEET
@	AT	E.O.P.	EDGE OF PAVEMENT	S.F.	SQUARE FOOT
BRG.	BEARING	FT.	FEET	S.Y.	SQUARE YARD
B.M	BENCH MARK	FL	FLOW LINE	THK.	THICK
BLDG.	BUILDING	GAL.	GALLON	TWY.	TAXIWAY
CL.	CENTERLINE	L.F.	LINEAR FOOT		
CY	CUBIC YARD	L.S.	LUMP SUM		
DIA	DIAMETER	MAX.	MAXIMUM		
DIM.	DIMENSION	MIN.	MINIMUM		
EA.	EACH	MISC.	MISCELLANEOUS		
EL.	ELEVATION	N.T.S.	NOT TO SCALE		



AIRPORT PAVEMENT REHABILITATION, NEW HANGAR APRON, NEW HELICOPTER PARKING RAMP, AND ELECTRICAL IMPROVEMENTS

GILLESPIE COUNTY AIRPORT (T82)
FREDERICKSBURG, TEXAS

klotz associates

1160 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281.589.7257 F 281.589.7309
houston.office@klotz.com
Texas P.E. Firm Reg. # F-929

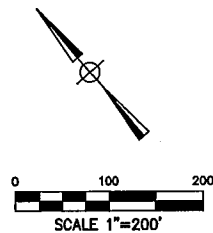
REV	DESCRIPTION	BY	DATE



GENERAL NOTES

Klotz Project No 0500.036.000

Drawn By	AK	Checked By	BHB
Scale	N.T.S.	Date	DEC 2011
DWG No	G-003	Sheet	4 of 51



FUTURE HANGAR
(BY OTHERS)

ADD
ALTERNATE 4

AREA 6 BARRICADES

AREA 5
BARRICADES

AREA 2 BARRICADES

AREA 7 BARRICADES

AREA 7 BARRICADES

RUNWAY 14-32

TWY 'B'

TWY 'C'

SEE DETAIL THIS SHEET

AREA 7
RUNWAY CLOSED MARKER
(SEE DWG NO. G-012 FOR DETAIL)

LEGEND



AREA 1



AREA 2



AREA 3



AREA 4



AREA 5



AREA 6



AREA 7



BARRICADE
(SEE DWG
NO G-012
FOR
DETAIL)



RUNWAY
SAFETY AREA



OBJECT
FREE ZONE



TAXIWAY
SAFETY AREA

CONSTRUCTION PHASING NOTES:

1. AVIATION BARRICADES AND/OR CLOSED RUNWAY MARKERS SHALL BE INSTALLED AS THE FIRST TASK IN ANY WORK AREA AND SHALL BE REMOVED AS THE LAST TASK. THE CLOSED MARKERS AND BARRICADES SHALL NOT BE REMOVED UNTIL THE PAVEMENT AND SAFETY AREAS ARE PREPARED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL INSTALL AVIATION BARRICADES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. ALL APPLICABLE EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO BEGINNING LAND DISTURBANCE UPSTREAM OF THE SEDIMENT CONTROL FEATURE.
4. PRIOR TO RE-OPENING THE RUNWAY AND TAXIWAYS, THE CONTRACTOR SHALL CLEAN ALL DEBRIS (FOD) FROM THE PAVEMENT SURFACES TO THE SATISFACTION OF THE AIRPORT MANAGER.
5. REFER TO DWG NO G-012 FOR DETAILS OF RUNWAY CLOSURE MARKINGS, AVIATION BARRICADES AND PART 77 SURFACES.
6. IT IS THE INTENT OF THE OWNER TO MINIMIZE INTERFERENCE WITH AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE RPR WHILE WORKING NEAR THE AIRCRAFT OPERATIONAL AREAS SO AS TO CREATE MINIMAL INTERFERENCE WITH AIRCRAFT OPERATIONS BEFORE COMMENCING ANY WORK ON THE AIRPORT. THE CONTRACTOR SHALL USE PROPER SAFETY PRECAUTIONS AND REQUIRED SEPARATIONS IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ADVISORY CIRCULAR NO. 150/5370-2F (OR LATEST VERSION) ENTITLED "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION".

WORK AREA PHASING NOTES:

1. THE PROJECT IS DIVIDED INTO SEVEN DISTINCT WORK AREAS: AREAS 1 THROUGH 7.
 2. ALL WORK MUST BE COORDINATED WITH EROSION AND SEDIMENT CONTROL REQUIREMENTS. SEE DWG NO C-081, C-082, AND C-083 FOR DETAILED INFORMATION.
 3. WORK IN AREAS 1 AND 2 INCLUDES CONSTRUCTING NEW ASPHALTIC OR CONCRETE PAVEMENT. WORK IN THESE AREAS WILL BE COMPLETED CONCURRENTLY. THE ASPHALTIC PAVEMENT IN AREA 1 REQUIRES A 90-DAY CURE PERIOD PRIOR TO PLACING SEAL COAT.
 4. WORK IN AREA 3 INCLUDES FULL-DEPTH ASPHALTIC CONCRETE PAVEMENT REPAIR, SEAL COAT AND PAINT MARKINGS. WORK IN AREA 3 MAY NOT BEGIN UNTIL WORK IN AREA 1 IS COMPLETE. FULL DEPTH PAVEMENT REPAIRS WILL BE COMPLETE UNDER A CLOSED TAXIWAY: TAXIWAY A AT RUNWAY 14 AND A PORTION OF PARALLEL TAXIWAY A WILL BE CLOSED. THE CONTRACTOR IS ALLOWED A MAXIMUM OF 3 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE FULL DEPTH PAVEMENT REPAIRS, REMOVE THE AVIATION BARRICADES, APPLY HALF RATE PAINT MARKINGS AND RE-OPEN THE TAXIWAYS TO TRAFFIC.
- THE ASPHALTIC PAVEMENT IN AREA 3 REQUIRES A 90-DAY CURE PERIOD PRIOR TO PLACING SEAL COAT.

SCHEDULE:

BASE BID WORK AREA/PHASE	CALENDAR DAYS
WORK AREA 2	60
WORK AREA 3	3
WORK AREA 4	10
WORK AREA 5	10
WORK AREA 6	10
WORK AREA 7	7
CURE TIME	90
MARK & SEAL AREAS 1 & 5	7
TOTAL DURATION:	160

ADD ALTERNATE OR WORK AREA/PHASE	ADDITIONAL CALENDAR DAYS
ADD ALTERNATE 1	0
ADD ALTERNATE 2	0
ADD ALTERNATE 3	0
ADD ALTERNATE 4	0

AWOS SERVICE RD.
ADD ALTERNATE 4

AREA 7
RUNWAY CLOSED MARKER
(SEE DWG NO G-012 FOR DETAIL)



AIRPORT PAVEMENT REHABILITATION, NEW HANGAR APRON, NEW HELICOPTER PARKING RAMP, AND ELECTRICAL IMPROVEMENTS

GILLESPIE COUNTY AIRPORT (T82)
FREDERICKSBURG, TEXAS

klotz associates

1160 Dalry Ashford, Suite 500
Houston, Texas 77079
T 281.589.7257 F 281.589.7309
houston.office@klotz.com
Texas PE Firm Reg. # F-929

ADDENDUM 1 BHB 2/2/2012

REV DESCRIPTION BY DATE



CONSTRUCTION SEQUENCING PLAN

Klotz Project No 0500.036.000

Drawn By AK Checked By BHB
Scale 1"=200' Date DEC 2011
DWG No G-011 Sheet 12 of 51

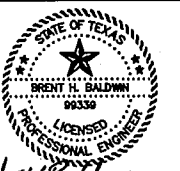
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AIRPORT PAVEMENT REHABILITATION,
NEW HANGAR APRON, NEW
HELICOPTER PARKING RAMP, AND
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FREDERICKSBURG, TEXAS

klotz associates
1180 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281.589.7257 F 281.589.7309
houston.office@klotz.com
Texas PE Firm Reg. # F-029

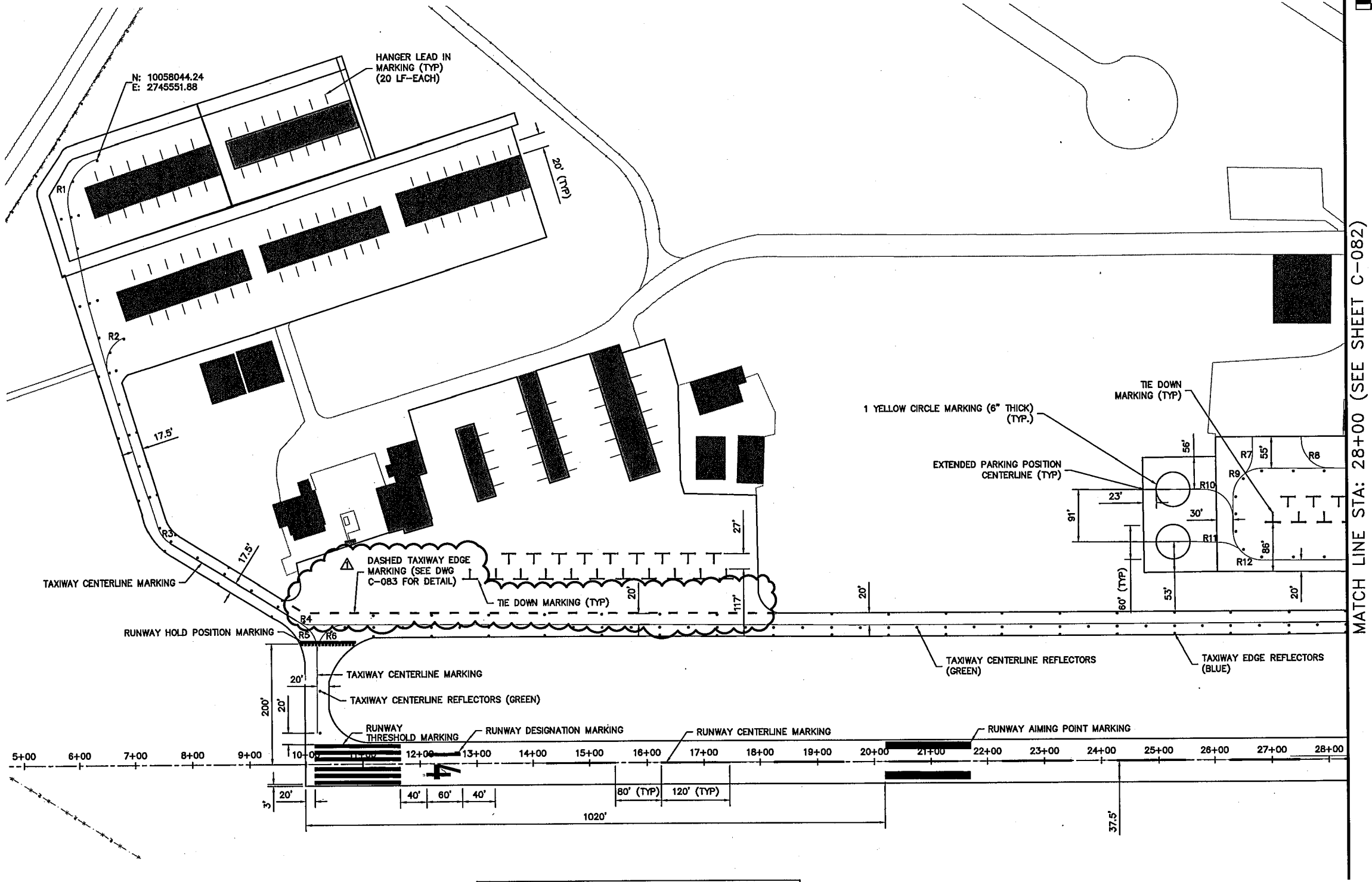
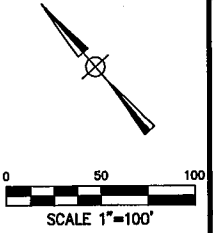
ADDENDUM 1	BHB	2/2/12
REV	DESCRIPTION	BY DATE



Brent H. Baldwin 2/2/12

PAVEMENT MARKING PLAN
(SHEET 1 OF 2)

Klotz Project No 0500.036.000	
Drawn By AK	Checked By BHB
Scale 1"=100'	Date DEC 2011
DWG No C-081	Sheet 33 ^{Of} 51



CURVE SCHEDULE			
CURVE NUMBER	RADIUS (FT)	CURVE NUMBER	RADIUS (FT)
R1	75	R7	75
R2	75	R8	75
R3	75	R9	75
R4	75	R10	75
R5	75	R11	75
R6	75	R12	75



AIRPORT PAVEMENT REHABILITATION,
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klotz associates

1160 Dalry Ashford, Suite 500
Houston, Texas 77079
T 281.589.7257 F 281.589.7309
houston.office@klotz.com
Texas PE Firm Reg. # F-929

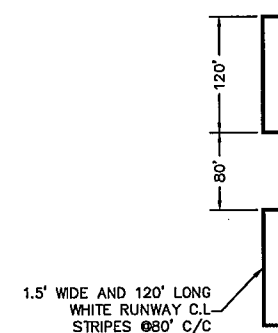
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REV	DESCRIPTION	BY DATE



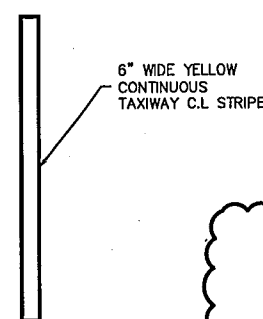
Brent H. Baldwin 2/2/12

PAVEMENT MARKING DETAILS
(SHEET 1 OF 2)

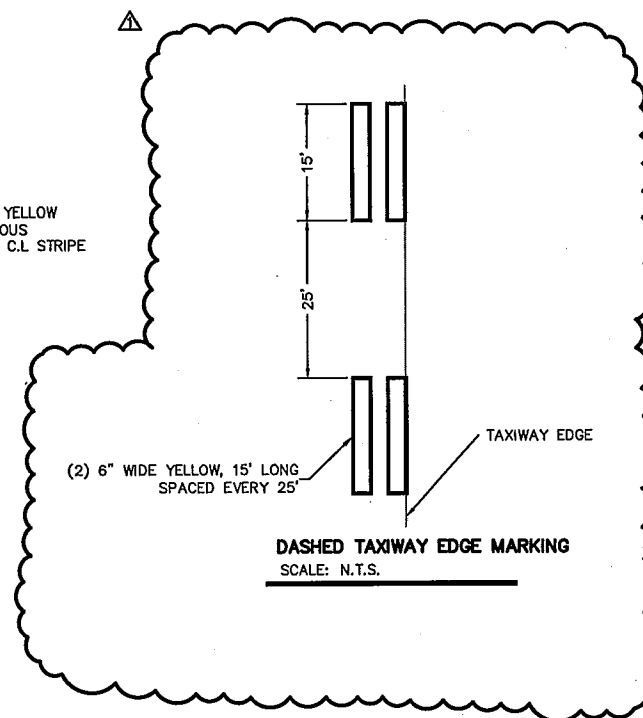
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Drawn By AK	Checked By BHB
Scale N.T.S	Date DEC 2011
DWG No C-083	Sheet 35 ^{of} 51



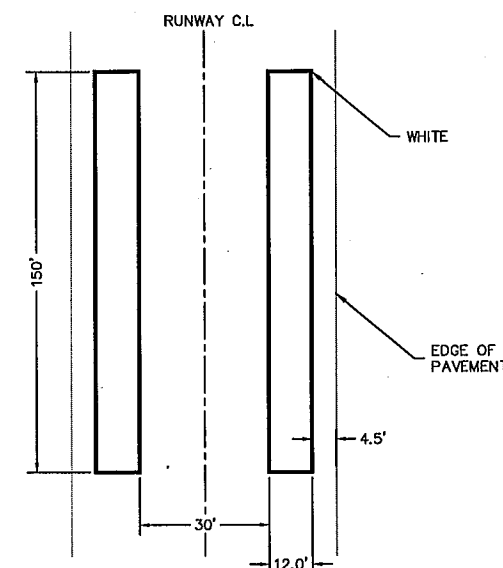
RUNWAY C.L. MARKING
SCALE: N.T.S.



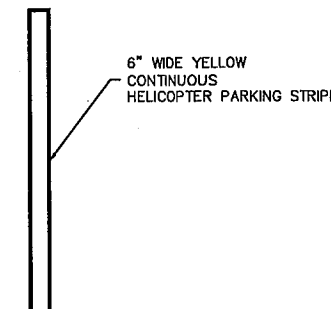
TAXIWAY C.L. MARKING
SCALE: N.T.S.



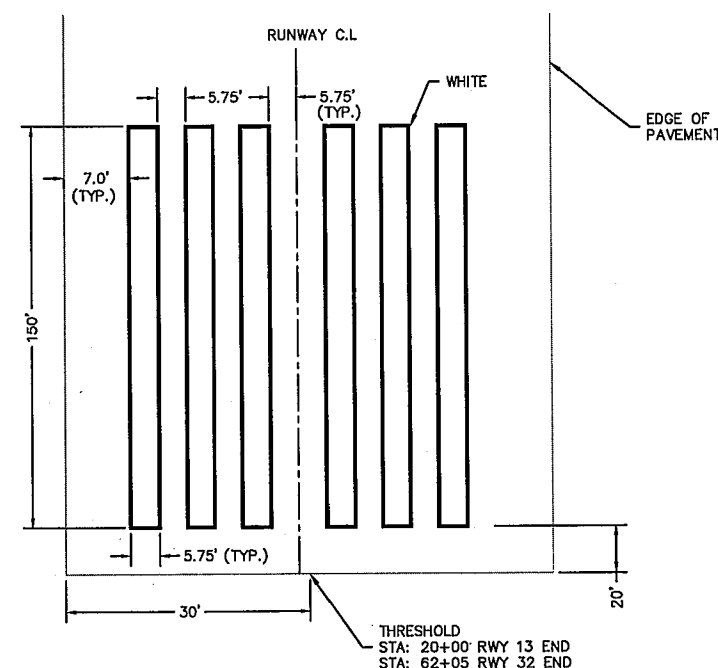
DASHED TAXIWAY EDGE MARKING
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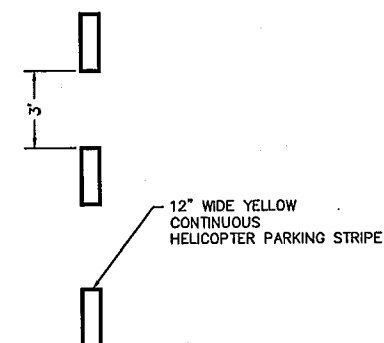
RUNWAY AIMING POINT MARKING
SCALE: N.T.S.



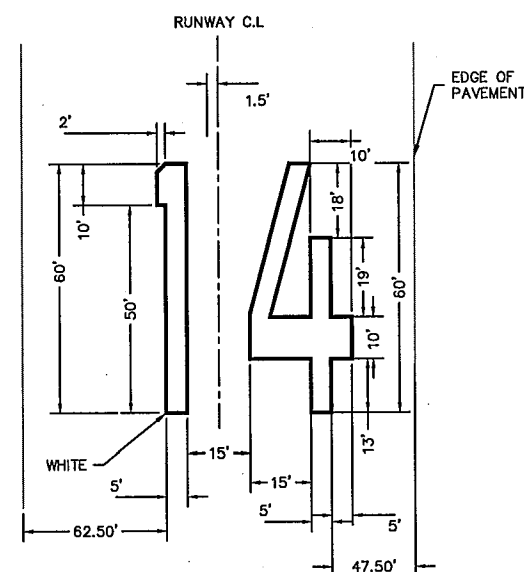
HELICOPTER PARKING MARKING
SCALE: N.T.S.



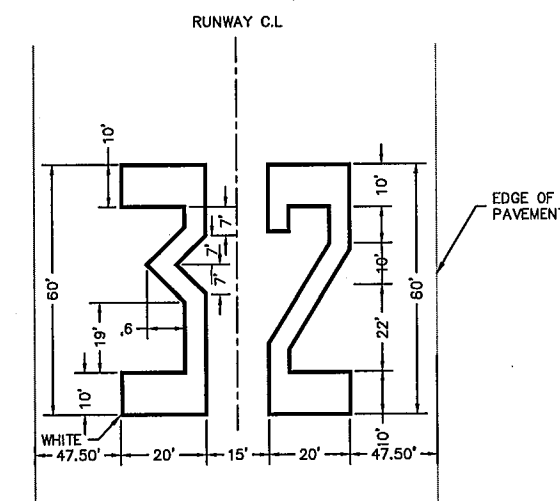
RUNWAY THRESHOLD MARKING
SCALE: N.T.S.



EXTENDED PARKING POSITION CENTERLINE
SCALE: N.T.S.



RWY 14 END DESIGNATION MARKING
SCALE: N.T.S.



RWY 32 END DESIGNATION MARKING
SCALE: N.T.S.

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